(2) The old road joining the M. C. road at the 102nd mile, from Arumanur, Perur etc. and the ryots' road from Atirampuzha to Kaippizha should be taken over by Government and converted into cartable roads.

(3) The Mannanam-Kudamalur road should be converted into a cart-road.

(4) Two bridges should be constructed, one at Varimuttam and the other at Kudamalur.

DEWAN'S REPLY: Mr. Devasia Varkey, the survey of the Quilon-Ernakulam railway was completed towards the end of the year 1102 and the estimate is being prepared. You are not quite correct when you think that nothing has been done after the completion of the survey. The survey having been completed, the Railway Engineer is now preparing estimates.

The Ettumanur-Mundakayam survey had to be postponed since it became urgently necessary to make a survey of the Muvattupuzha-Thattakad line ; and more than one survey cannot be carried out at the same time since the Railway Engineer has to devote most of his time to the construction of the Chakkay-Tampanur line which the Government are anxious to finish first. Until that is completed it is not much use to think of constructing other lines. I will ask the Chief Engineer to look into the other matters dealt with by you in your representation.

40. Means of communication i North Travancore.

Mr. JOSEPH THOMAS (*Member, Meenachil taluk, Group II*) said that among the means of communication in North Travancore, he wanted to concentrate his attention on the proposed railway lines from Quilon to Ernakulam and from Ettumanur to Mundakayam. The construction of these railway lines was being delayed apparently on account of opposition from the Government of India or on account of opposition in the country itself. The Government of India objected to the proposal on the score probably of the means suggested for raising the money required for the purpose. If their objection was against borrowing money from foreign countries, funds could very well be raised here. The Travancore Government could issue pro-notes or debenture bonds as they did in 1091, or they could take a loan from the immense treasures hoarded in the Hindu temples of the State, or they could even float a joint stock company for the purpose.

So far as opposition in the country was concerned, it emanated to some extent from the people of South Travancore, who desired the Trivandrum-Nagercoil line to take precedence over the Quilon-Ernakulam line. There were others who held the view that motor vehicles could take the place of railways for purposes of transport both of goods and of passengers. But this was an erroneous view. Motor vehicles could be of little avail as against railways for long-distance journeys. Accidents in motor traffic were also very numerous. Nor could motor traffic offer an effective means of connecting the country with the other parts of India. So far as transport of luggage was concerned, railways were incomparably superior to motor vehicles. The only useful substitutes to railways for this purpose were waterways. But except in the low-lying regions near the backwaters, water ways never furnished a perennial means of communication. The construction of railways was advantageous in yet another way. It would save the vast amounts of money which were being sent out to foreign countries every year for purchase of petrol, spare parts of motor vehicles, tyres etc. For these reasons, the member urged for the immediate construction of the two railway lines in North Travancore.

DEWAN'S REPLY: Mr. Joseph Thomas, I have listened with very close attention to your representation and it is clear that you have made a study of the subject. As regards the present position of railways, I refer you to what I have said in reply to the previous member.

41. Means of communication in North Travancore.

THE REV: AVIRA JOSEPH KATHANAR (*Member, Muvattupuzha taluk*) spoke on the want of proper means of communication in North Travancore as contrasted with South Travancore and said that though funds were allotted every year in the Budget for the opening of new roads in North Travancore it was not unusual to find that the allotments lapsed without any work being done. He requested therefore that so far as the present year was concerned the allotments, especially those

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which had lapsed last year and which had been repeated this year, might be fully utilised before the close of the year. The roads that he wanted immediately were:

(i) the road from Varappetti to Neduvakkattu *via* Pottanikkadu;

(ii) the road from Karakunnam *via* Mulavur to the Kothamangalam-Perumpavur road;

(iii) the road from the Perumpavur-Kothamangalam road, 8th mile, to the Kuttikkal road, 4th mile;

(iv) the Pezhakkapilli-Trikkariyur road;

(v) the road from Kavumkara *via* Mulavur joining the Pezhakkapilli-Trikariyur road.

The member also made reference to the North Travancore railway lines and requested that the lines might be opened without delay. In regard to the alignment of the lines, the member suggested that they might follow the course of the M. C. road.

DEWAN'S REPLY: Rev. Avira Joseph Katanar, in regard to your representation about railways, I would refer you to what I said to Mr. Devasia Varkey on that matter.

Then, about the road from Varapatti to Naduvakattu, an estimate for Rs. 4,000 for one mile and 2,220 feet has been received by Government, and another estimate for Rs. 17,690 has also been received from the Chief Engineer and they are under examination now.

As regards the portion of the road from Pothanikad to Naduvakattu, the Chief Engineer will make estimates early.

In regard to the roads from Karakunnam to Kothamangalam, an estimate for Rs. 5,300 has been received from the Chief Engineer and is being considered; and for four miles of road from that place, the Chief Engineer roughly estimates that it will cost about Rs. 8,000. For the former, there is a provision of Rs. 1,000 and whatever can be done with it will be done this year.

As regards the road from the Perumbavur-Kothamangalam road, 8th mile, to the Kuttikal road, 4th mile, the matter has been referred by the Chief Engineer to the Divisional Officer.

As regards your request that all grants which lapsed last year and were provided again this year should not be allowed to lapse again, everything possible is being done to hurry on with the work. But sometimes delays might occur in land acquisition and in obtaining the land. Once the Chief Engineer gets the land, he can get on with the work.

42. Communications in the Todupuzha taluk.

MR. K. A. NARAYANA PILLAI (*Member, Todupuzha taluk*) regretted that in such a big taluk like Todupuzha there were only 62 miles of cartable road of which no more than 10 miles could be stated to have been metalled. In dealing with the paucity of good roads in the taluk, he made particular reference to the hopeless condition of the Todupuzha-Lalam road. This was, so to speak, a derelict road which was not at all used by any of the officers during their circuits. It was a pressing necessity that the road should be improved.

Equally pressing was the need for the completion of the Todupuzha-Arakulam road and its extension up to Periyar, and also the completion of the Muttam-Antinad road, the Vengallur-Kalavur road, and the Karikode-Sankarapalli road with a cart-bridge at the first mile.

The member next urged for the conversion of the following village roads into cart roads:

(*a*) Todupuzha-Kanjiramattam road;

(*b*) Todupuzha-Manakad road;

(*c*) Kodikulam-Arpamattam road;

(*d*) Nediyala-Porapuzha road;

(*e*) Manacaud-Arikozha road;

(*f*) Manacaud-Nediyala road;

(*g*) M. T. road, 12th mile, to Karimannur road, 1st mile.

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